MOBILITY
NJ TRANSIT The Way To Go
Christine Todd Whitman, Governor of New Jersey • John J. Haley Jr., Commissioner of Transportation, Chairman of the Board, NJ TRANSIT • October 1998

NJDOT awards nearly $170 million

Over the three-month stretch from May through July, the NJDOT was busy taking it to the streets, awarding nearly $170 million in maintenance and construction contracts.

The largest was one of several contracts to replace the structurally deficient Route 21 viaduct in Newark. The award for this multi-year project was $50.4 million. The new structure, when complete, will carry three 12-foot travel lanes, with auxiliary lanes and shoulders, in each direction. It will provide improved access to and from I-78, Route 22 and Newark Airport. Traffic will be maintained on the existing viaduct during the construction period.

A $44 million contract also was awarded to construct the "missing link" of Route 21 in Passaic. The new, four-lane facility will stretch from Dayton Avenue to Homcy Place. This project is one of three that will compose the Route 21 Freeway Extension, the final two miles of Route 21 from the present terminus at Hope Avenue in Passaic to Route 46 in Clifton. The freeway will improve regional traffic flow by completing linkages between Routes 21, 22 and I-78, I-280, Routes 3 and 46, I-80 and the Garden State Parkway.

The long-range plan to promote economic development and improve circulation in the area of Newark Airport got a boost with a $27.7 million contract award related to the widening of the I-78 eastbound and westbound connectors over Routes 1&9 and I-78. The connectors will be widened into three lanes with inside and outside shoulders. A raised median will be used to separate the connectors.

Construction began this month on the Paramus intersection, considered one of the most heavily traveled in the state.

Routes 4&17
Interchange Reconstruction

Deficient roads, bridges, dams, transit demonstrate need to renew trust fund

Although the Transportation Trust Fund will not expire until the year 2000, Governor Christie Whitman and NJDOT Commissioner John J. Haley Jr. are urging the Legislature to renew it sooner, rather than later — and at a higher level.

"New Jersey is not only the most densely populated state in the nation, it is the most heavily traveled," noted Haley. "The sheer volume of traffic has taken a severe toll on our infrastructure. It has reached a point where our needs outstrip our financial ability to keep pace. We need about a billion dollars a year to do the job that needs to be done and to stay ahead of the curve. That's about $300 million more than we have available today."

Whitman and Haley have visited a number of transportation trouble spots over the past several months to call attention to the severity of the situation. The commissioner said the "numbers" are heading in an alarming direction:

• Nearly a thousand bridges, many more than 50 or 100 years old, are structurally deficient. Chunks of concrete from 64 of them have broken off and fallen to the ground.

• Almost 400 miles of road pavement have deteriorated to a point where they are in desperate need of repair.

• Every time there is a heavy rain, 156

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Poll finds strong support for transportation improvements

There is strong public support for repairing New Jersey's roads and bridges, according to a recent poll by Quinnipiac College.

The survey, released in August, found that 46 percent of voters believe repairing roads and bridges is most important for New Jersey. Improving bus and train service is the most important thing according to 27 percent, while 23 percent chose building and widening highways.

When asked specifically about trains and buses, 58 percent expressed a preference to improve service within the state, while 33 percent said it was more important to improve service to New York, Philadelphia and other out-of-state destinations.

The Quinnipiac College Poll conducts public opinion surveys in New York, New Jersey and Connecticut as a public service and for research. A total of 613 registered voters were polled from July 29 through August 4.

Deficient roads, bridges, dams, transit demonstrate need to renew trust fund

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highway locations across the state flood.

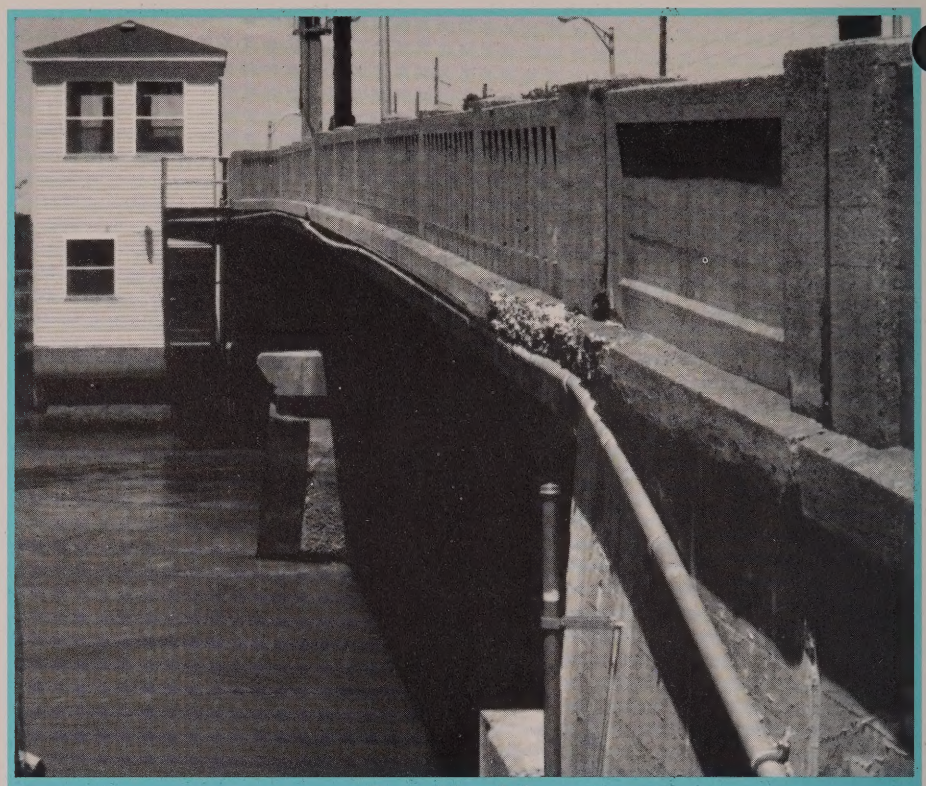
• Hundreds of dams along our highway system are in need of repair or replacement.

Haley said NJ TRANSIT also requires an emergency infusion of additional capital. "More than 1,300 of our buses are overage and should be replaced," he explained. "Plus, we have 168 train engines and passenger cars that are in need of an overhaul."

The Transportation Trust Fund was created in 1984. Since its inception, it has provided billions of dollars to satisfy a variety of transportation needs and create thousands of jobs in the process. The state's motor fuels' tax is its sole revenue source.

"We will continue to address our infrastructure needs on a priority basis," Haley said. "But without additional funding, the process will take longer than we would like."

Haley said the current trust fund spending level will make it difficult for the NJDOT to move forward with some of the demonstration projects authorized by Congress in the new federal transportation spending authorization bill.



Route 49 in Salem

New Jersey received about $290 million in funding for these projects. However, the federal funds will pay for only 75 percent of the estimated cost of each project and, in some cases, considerably less.

"It is important to sound the alarm now because there is danger in procrastination," Haley said. "As the Governor has said, when it comes to transportation needs, there is nothing benign about neglect."

Lakewood Airport improvements near completion

A $1.7 million project that will improve facilities and operations at Lakewood Airport in Ocean County should be completed by early November ... on time and under budget.

The public-use, general aviation airport, which is owned by Lakewood Township, is a key component of the municipality's strategy to strengthen its economic base. Encompassing 222 acres, it is located two miles east of the Garden State Parkway and is adjacent to the Lakewood Industrial Park.

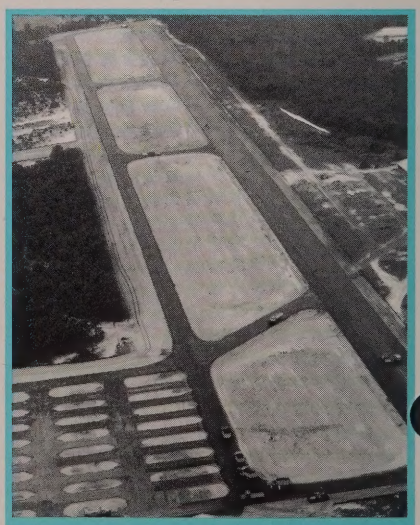
"The project will bring the facility up to Federal Aviation Administration (FAA) standards, making it even safer for pilots and more attractive to clients," noted state Transportation Commissioner John J. Haley Jr.

The existing 3,450-foot runway is being rehabilitated and widened to 60 feet. A parallel taxiway is being relocated to provide a better runway/taxiway separation. Other elements of the project include the replacement of the existing aircraft tie-down apron and fuel facility, relocation of a utility building, and installation of new automatic entrance gates and security fencing.

A $1,047,128 state Airport Safety Improvement Grant, an $848,305 FAA block grant and a $158,239 matching grant from the township are being used to finance the project.

Once construction is finished, an electrical improvement project will be launched to provide the airport with new runway and taxiway lighting, precision approach path indicators (PAPIs), a rotating beacon and tower, and a wind cone.

Lakewood Airport has about 34,000 annual operations.



Lakewood Airport

NJ TRANSIT prepares to test new light rail fleet

Two sleek, new state-of-the-art light rail vehicles will be delivered to NJ TRANSIT for testing in January 1999. The light rail vehicles are one part of Governor Christie Whitman's vision to provide enhanced mobility options for New Jersey residents into the 21st century.

The new light rail vehicles, two of a fleet of 45 manufactured for NJ TRANSIT by Kinkisharyo Co., LTD of Osaka, Japan, are 90-foot articulated vehicles with four entrance/exit doors on each side, 68 seats, two wheelchair securement areas and low floors to provide customers with easy access in getting on and off the cars. Advanced technical features of the new cars include: AC propulsion; fully integrated state-of-the-art communications with automatic passenger stop announcements; onboard video safety surveillance system; cab signalling capability and air conditioning.

Twenty-nine of the new vehicles will be used on the first segment of NJ TRANSIT's Hudson-Bergen Light Rail Transit System, a new 9.5-mile light rail line in Bayonne, Jersey City and Hoboken that will provide residents along the Hudson River Waterfront with light rail service for the first time. The first segment of the Hudson-Bergen line is scheduled to open in March 2000. An additional 16 vehicles will be used on NJ TRANSIT's 4.3-mile Newark City Subway to replace existing Presidential Conference Commission (PCC) cars, which have been used on the subway for more than 45 years.

NJ TRANSIT will initially receive two vehicles for testing purposes. The other 43 light rail vehicles are scheduled to be delivered by March 2000.

NJDOT Commissioner and NJ TRANSIT Board Chairman John J. Haley Jr. said, "Given the population density in New Jersey and the number of vehicles already using state highways, our residents are looking for options to get them to work and recreational activities. Light rail travel is making a comeback across the country as one of the fastest growing modes of travel and we believe our residents will be excited to have this option to travel to and from their destinations. When using the light rail system, these new vehicles will provide them with comfortable transportation both along the Hudson River Waterfront and in downtown Newark."

NJ TRANSIT Executive Director Shirley A. DeLibero said, "When I first saw a prototype of these new vehicles last April, I was truly amazed at the workmanship that has gone into their design and construction. I'm sure the thousands of customers who ride our Newark City Subway and those who will use our Hudson-Bergen line will be pleased with the comfortable ride they will get in these cars."

During a visit to Japan in April, DeLibero, NJ TRANSIT Board Vice Chairwoman Amy Rosen and a team of NJ TRANSIT representatives inspected a mockup of the light rail vehicle. During the visit, the NJ TRANSIT delegation directed the manufacturer to make enhancements to the vehicle in the areas of appearance, passenger comfort, ease of maintenance and extended reliability.

The new light rail vehicles are a key component of the Hudson-Bergen project, which is expected to serve 25,000 customers a day in its first year of operation. A second phase of the Hudson-Bergen project will be completed in 2001 and will extend the system north from Hoboken through Weehawken, through the Palisades to North Bergen. The final phase will extend further north to the Vince Lombardi Park-and-Ride on the New Jersey Turnpike in Ridgefield Park in Bergen County.

On the Newark City Subway, the vehicles will replace the existing fleet of 24 PCC cars, which have outlived their use. The cars have been in use on the City Subway since 1952, when they were purchased from the Twin Cities Rapid Transit Co.

New license plate celebrates trees

The attractive Treasure Our Trees plate is now available at any Motor Vehicle agency or by calling toll free 1-888-486-3339 from 8:30 a.m. to 4:30 p.m. Monday through Friday. Proceeds support New Jersey's Shade Tree and Community Forestry Program.

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New Jersey *FIRST*: a bridge to the 21st century

Future transportation investments will be targeted by the New Jersey Department of Transportation (NJDOT) to expand mobility options and make travel safer and more convenient in the new millennium.

A visionary blueprint known as New Jersey FIRST (Future Investments and Reinvestment in State Transportation) will help shape the Department's spending decisions through the year 2010. It was unveiled by Governor Christine Todd Whitman at the annual conference of the Northeast Association of State Transportation Officials (NASTO) in May.

"I firmly believe that a better transportation system is critical to the higher quality of life I want for every person who lives here or is just passing through," the Governor told the delegates.

"While the 20th century was one of construction — construction of roads, brides and rails — the 21st century should be one of connection. Transportation can no longer be seen as just a way to travel to and from communities. It must also be a way to improve the economy of communities and the lives of the people who live there."

Transportation Commissioner John J. Haley Jr. emphasized that NJ

FIRST is not an attempt to maintain the status quo or make cosmetic improvements. "It is a commitment to future generations that they will inherit a world class transportation system — one which offers a greater array of mobility options and strengthens the fabric of our communities," Haley said.

New Jersey FIRST is geographically balanced and environmentally sensitive. It was designed following input by more than 200 professionals at the NJDOT to encourage community involvement, invite private sector participation, create jobs, promote tourism and help revitalize our cities.

Haley said the strategic transportation vision would guide future investments regardless of annual appropriation levels. "These investments will determine the shape of things to come," the commissioner said. "We intend to target whatever resources we have to make improvements that will benefit all who live, work and travel in New Jersey."

A booklet explaining the NJ FIRST program can be viewed at the NJDOT website (www.state.nj.us/transportation) or obtained free of charge by contacting the NJDOT Communications Office at (609) 530-2127.